



APPENDIX B: PUBLIC ACCESS OBJECTIVES BY REACH

The following table outlines the policy objectives for maintaining and improving public access within the shoreline. Application of public access objectives should be considered along with other objectives of the Shoreline Management Act, such as ecological restoration and priority uses.

SHORELINE REACH	LOCATION	PUBLIC ACCESS OBJECTIVES
LAKE WASHINGTON		
Lake Washington Reach A	From Bellevue city limits to Renton city limits	This developed primarily single-family area currently provides no public access. The potential for provision of public access from new development is low because further subdivision and non-single family use is not likely but should be pursued if such development occurs. Public agency actions to improve public access should include visual access from public trail development along the railroad right of way inland of the residential lots; however, views may be limited by topography and vegetation. Access to the water should be pursued at an existing undeveloped railroad right of way, including parcels used for utilities and potential acquisition of parcels, with emphasis on parcels that are not currently developed because they do not currently have roadway access.
Lake Washington Reach B	From the city limits to the Seahawks training facility	This is primarily a single-family area with one multi-family development immediately south of the Seahawks Training Center. There is currently no public access. There is a public trail along I-405, but it does not have views of the water. The potential for provision of public access from new development is low because further subdivision and non-single family use is not likely, but should be pursued if such development occurs. Public agency actions to improve public access should include visual access from trail development along the railroad right of way inland of the residential lots (however, views may be limited by topography and vegetation) and potential acquisition of opportunities for public access to the water.
Lake Washington Reach C	From the Seattle Seahawks headquarters and training facility through the former Barbee Mill site.	This reach includes the recently constructed Seattle Seahawks headquarters and training facility to the north and the Barbee Mill site to the south. The Quendall Terminals parcel between the Seahawks and Barbee Mill sites is a Superfund site contaminated with coal tar and creosote. There is public access along a portion of the shoreline at the Seahawks site and adjacent to May Creek at the Barbee Mill site. Public harbor lands are along about a third of the subdivision water frontage. The potential for provision of public access from new development will occur after cleanup of the Superfund site with multi-use development that should offer shoreline access across the entire property, consistent with vegetation conservation. Provision of public access from future redevelopment of the Seahawks and Barbee Mill site is possible under the existing zoning, which allows higher intensity use and provides an opportunity for continuous public access parallel to the shoreline. Public access should be provided to shared or commercial docks. Public agency actions to improve public access should include visual access from a future trail along the railroad (views may be limited to the



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		northerly and southerly portion of the reach because of distance to the water and potential blockage by intervening buildings); enhancement of the May Creek trail to public streets; access on public aquatic lands; and potential acquisition of public access to the water.
Lake Washington Reach D	From May Creek to Mountain View Avenue	This reach is a single-family area with no public access except Kenneydale Beach Park. The potential for provision of public access from new development is low because further subdivision and non-single family use is not likely but should be pursued if such development occurs. Public agency actions to improve public access should include visual access from public trail development along the railroad right of way; pedestrian and bicycle access on Lake Washington Boulevard; public viewing areas and possible public acquisition of access to the water including an existing undeveloped railroad right of way adjacent to the water; and potential public right of way and potential public acquisition of selected parcels, including undeveloped parcels with development constraints.
Lake Washington Reach E	From Mountain View Avenue to Gene Coulon Park	This reach is a single-family area with no existing public access. The potential for provision of public access from new development is low because further subdivision and non-single family use is not likely but should be pursued if such development occurs. Public agency actions to improve public access should include visual access from public trail development along the railroad right of way; pedestrian and bicycle access on Lake Washington Boulevard; public viewing areas and possible public acquisition of access to the water including an existing undeveloped railroad right of way adjacent to the water; possible public street ends; and potential public acquisition of selected parcels.
Lake Washington Reach F	The less developed northerly portion of Gene Coulon Park	Public access is currently provided by a trail system through the park and a variety of primarily passive recreational facilities, a fishing pier, and a moorage dock. Public access is one element of park functions that should be continued and incorporated in future plans and balanced with goals for providing recreation and improving ecologic functions. Other public agency actions to improve public access should include visual access from public trail development along the railroad right of way, and pedestrian and bicycle access on Lake Washington Boulevard including addition of public viewing areas.
Lake Washington Reach G	The more developed southerly portion of Gene Coulon Park	Public access is currently provided by a trail system through the park together with a variety of passive and active recreational facilities, a boat launch, over-water facilities, and concession facilities. Public access is one element of park functions that should be continued and incorporated in future plans, as well as balanced with goals for providing recreation and improving ecologic functions.
Lake Washington Reach H	Southport multiple use development	Public access is currently provided along the waterfront and should continue in the future as part of multi-use development of the remainder of the property. The design should include supporting water-oriented uses and amenities such as seating and landscaping.
Lake Washington Reach I	Boeing Plant and to the Cedar River	This reach is about one-third state-owned aquatic lands designated as Harbor Area and managed by the Washington State Department of Natural Resources (DNR) and two-thirds is the Boeing Company's site. Landward of the inner harbor line, ownership is entirely the Renton Boeing Plant. Public access in this area



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		includes the Cedar River Boathouse located on pilings in Lake Washington and accessed from the west from the Cedar River Trail. The boathouse includes a public fishing area and provides canoe and kayak rentals, classes, and guided trips. Public access is currently not feasible on the three acres of state owned aquatic lands managed by DNR. In the future, if the Boeing site is redeveloped public access should be provided, balanced with goals for ecological restoration. Public agency actions to improve public access should include a waterfront trail, which would connect the public access at the Southport development to the Cedar River Trail. This action should be implemented when environmental and security issues can be resolved, as well as public access to public lands, balanced with the goals of preserving ecological functions.
Lake Washington Reach J	Renton Municipal Airport	Public access to the Lake Waterfront is provided from the lawn area of the Will Rogers, Wiley Post Memorial Sea Plane Base and should be maintained if the goal of public access is not in conflict with the aeronautical use of the property. Public agency actions to improve public access should include enhancing opportunities for the public to approach the water's edge from the existing lawn area. Public access may necessarily be limited by safety and security limitation inherent in the primary use of the property for aeronautical purposes.
Lake Washington Reach K	From the Renton Municipal Airport to the Seattle city limits	This reach is predominantly single-family area with no existing public access. Public visual access is provided from Rainier Avenue. The potential for provision of public access from new development is likely limited to future redevelopment of a small mobile home park in the easterly portion of this reach and from redevelopment of existing multi-family uses. Public agency actions to improve public access should include enhanced public views from Rainier Avenue as well as enhanced pedestrian facilities or view points. This effort may include acquisition of several undeveloped parcels to provide access to the water's edge, consistent with goals for preservation and enhancement of ecological functions.
MAY CREEK		
May Creek A	From the mouth of the creek to Lake Washington Boulevard	This reach is bounded by open space dedicated as part of a subdivision and includes public access provided by a trail along the creek. Public agency actions to improve public access should include enhanced public views from Lake Washington Boulevard including enhanced pedestrian facilities or view points, improved connections of the May Creek trail to public streets, and to the potential trail to the east across or under the railroad right of way and Lake Washington Boulevard.
May Creek B	From Lake Washington Boulevard to I-405	There is currently no public access in this reach. At the time of re-development, public access should be provided from a trail parallel to the water along the entire property with controlled public access to the water, balanced with goals of preservation and enhancement of ecological functions. Public agency actions to improve public access should include provisions to cross I-405 to connect with trail systems to the east.
May Creek C	From I-405 to NE 36th Street	This reach includes discontinuous public ownership with some private ownership. At the time of development of private lands, public access should be provided from a trail parallel to the water together



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		with public agency actions to develop a trail on public land. All trail development should be set back from the water's edge with controlled public access to the water, balanced with goals of preservation and enhancement of ecological functions.
May Creek D	From NE 36th Street to the city limits	This reach is largely King County May Creek Park. Public access is informal and discontinuous. There are some private holdings along the creek. At the time of development of private lands, public access should be provided from a trail parallel to the water coordinated with public agency actions to develop a trail on public land. All trail development should be set back from the water's edge with controlled public access to the water, balanced with goals of preservation and enhancement of ecological functions.
CEDAR RIVER		
Cedar River A	Mouth to Logan Avenue	A public trail is provided on the east side of the river in the Cedar River Park. No public access is provided on the west side of the river adjacent to the municipal airport. Public physical access from a trail parallel to the water should be provided if the Renton Municipal Airport redevelops in the future, balanced with goals of ecological restoration.
Cedar River B	Logan Avenue to I-405 bridges	A public trail is provided on the north side of the river and a variety of public access is provided on the south side, including small city parks. Public access should generally be provided within the corridor of public lands adjacent to the river; however, adjacent private parcels not separated by public streets should provide active open space and other facilities to provide gathering places to enjoy the shoreline environment, together with water-oriented uses. Revisions to the existing trail to relocate further from the water's edge to allow revegetation should be considered in the future as part of public park and river maintenance plans.
Cedar River C	I-405 to the SR 169	A public trail is provided on the former Milwaukee railroad. Public access is provided at a public park on the north side immediately east of I-405. Public and/or community access along the waterfront should be provided as private lands on the north side of the river redevelop, considered along with the goal of restoration of ecological functions. The single-family residential area on the north side of the river provides no public access. The potential for provision of public access from new development is low because further subdivision and non-single family use is not likely but should be pursued if such development occurs. Public agency actions to improve public access should include additional interpretive trails and trail linkages through public lands on the south side of the river, if consistent with ecological functions and public acquisition of access to the water in existing single-family areas, where appropriate.
Cedar River D	SR 169 to UGA boundary	A public trail is provided on the former Milwaukee railroad. It is generally at a distance from the water's edge. Most of this reach is under public ownership or dedicated open space. The primary goal for management of this reach should be ecological enhancement. Additional public access to the water's edge may be provided if consistent with ecological functions. The small residential area at the east end of the UGA provides no public access. The potential for provision of public access from new development is low

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		because further subdivision and non-single family use is not likely but should be pursued if such development occurs. Public agency actions to improve public access should include improved visual access from the existing trail and possible public acquisition of access to the water.
GREEN RIVER		
Green River Reach A	The Green/Black River below the pump station	<p>The area west of Monster Road provides no public access. Public physical access from a trail parallel to the water should be provided as private lands redevelop. Public agency actions to improve public access should include acquisition of trail rights to connect the Lake to Sound trail system to the Green River Trail and Fort Dent Park.</p> <p>The area west of Monster Road is part of the publicly owned Black River Forest where interpretive trails exist. Expansion of public access should occur only if consistent with ecological functions.</p>
BLACK RIVER / SPRINGBROOK CREEK		
Black/Springbrook A	From the City Limits to Grady Way	<p>The area west of Monster Road provides no public access. Public physical access from a trail parallel to the water should be provided as private lands redevelop. Public agency actions to improve public access should include acquisition of trail rights to connect the trail system to the Green River Trail and Fort Dent Park.</p> <p>The area west of Monster Road is part of the publicly owned Black River Forest where interpretive trails exist. Expansion of public access should occur only if consistent with ecological functions. Interpretive trails are present in the Black River Forest. Expansion of public access should occur only if consistent with ecological functions. A trail system is present on the west side of the stream adjacent to the sewage treatment plant and should be retained and possibly enhanced.</p>
Springbrook B	From Grady Way to SW 16th Street	A trail system is present on WSDOT right of way and crosses under I-405. Enhancement should be implemented as part of future highway improvements or other public agency actions.
Springbrook C	From SW 16th Street to the City Limits	<p>A public trail parallel to the stream was developed as part of the Boeing Longacres Office Park and extends from SW 16th Street under Oaksdale Avenue and terminates at the alignment of 19th Street at the parking lot of a pre-existing industrial building. If future development occurs in this area, a continuous trail system connecting to the continuous system to the south should be planned, consistent with protection of ecological values of wetlands and streamside vegetation.</p> <p>There is no trail system along the stream from SW 19th Street to the approximate alignment of SE 23rd Street. A continuous trail system is provided from SW 23rd Street to the city limits including portions through the Springbrook Wetland Mitigation Bank. If future development occurs in the area of the missing trail link, a trail system connecting to the continuous system to the south should be planned, consistent with protection of ecological values of wetlands and streamside vegetation buffers. Public actions should include interim linkages of the existing trail systems, which may include interim trails or routing on public streets and sidewalks. In the future, if vegetation buffers are developed within the stream corridor and</p>



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		adjacent lands, relocation of the trail farther from the stream should be considered with controlled access to the water's edge.
LAKE DESIRE: A trail system is present in public open space in parks around the lake but there is no trail system adjacent to the lake.		
Lake Desire	Entire Lake	Public access is provided by a WDFW boat launch. There is currently no formal public access to the water at the natural area at the south end of the lake, nor the County-designated natural area at the north end of the lake. Interpretive access should be implemented in a manner consistent with ecological values. Existing single-family residential development provides no public access. The potential for provision of public access from new development is low because further subdivision and non-single family use is not likely but should be pursued if such development occurs. Public agency actions to improve public access should include public acquisition of access to the water where appropriate. Access for interpretive purposes may be an element of public acquisition of wetlands.